



OMSAPC Advisory Circular

Subject: Guidelines for Submitting Supplemental Running Change
Fuel Economy Data

I. Purpose

The purpose of this advisory circular (A/C) is to provide additional guidance to automobile manufacturers concerning their obligation to submit supplemental running change fuel economy data under the provisions of 40 CFR 600.507-79.

II. Background

A. Beginning with the 1978 model year, EPA is required to determine the Corporate Average Fuel Economy (CAFE) for manufacturers of passenger automobiles. Beginning with the 1979 model year, EPA is similarly required to determine the light truck (previously referred to as non-passenger automobiles) CAFE for classes of light trucks up to 6,000 pounds gross vehicle weight rating (GVWR) and, beginning with the 1980 model year, CAFE for light trucks up to 8,500 pounds GVWR must also be determined.

B. On September 10, 1976 (42 FR 45641), EPA published final regulations which, in part, provided rules for determining a CAFE. Specifically, Subpart F of Part 600 was added for the purpose of describing the data requirements and calculation and reporting procedures to be followed in calculating a CAFE.

C. Section 600.507-79 of Subpart F requires the submission of supplementary running change fuel economy data for the purpose of augmenting the data base to be used in determining CAFE. Manufacturers are required to supply these supplementary running change fuel economy data unless otherwise exempted from this requirement by EPA.

D. On December 22, 1977, EPA published A/C No. 71 which described the criterion by which EPA will determine if a manufacturer is eligible for an exemption from submitting supplementary running change fuel economy data and the procedure a manufacturer may follow to exercise that exemption.

E. It has come to the attention of EPA that not all manufacturers are submitting supplementary running change fuel economy data to satisfy the requirements of {600.507-79. Other manufacturers have requested clarification of their responsibility in meeting the requirements of this section of the fuel economy regulations.

III. Applicability

This A/C is effective immediately and is applicable to 1979 and later model year passenger automobiles and light trucks.

IV. Reporting Requirements

A. Section 600.507-79 requires a manufacturer to submit supplemental running change fuel economy data for the vehicle configuration with the largest projected sales created by the running change* within each significant base level affected by the running change (unless exempted as described in A/C No. 71). Significant base levels are determined based upon preliminary average fuel economy sales projections for base levels existing at that time (see Section 600.507-79) or, for base levels added by a running change, the sales projections updated as of the time the base level was added (see Section 600.508-79). However, for each such significant base level affected by the running change, the vehicle configuration selected for testing under Section 600.507-79 is that configuration added by the running change and having the largest projected sales based upon sales updated as of the addition of the vehicle configuration by the running change.

B. It is the manufacturer's responsibility to identify those vehicle configurations for which supplementary running change fuel economy data are required. Since projected sales volumes are not normally provided to EPA as part of the certification running change program, it is not possible for EPA to identify fuel economy data requirements for running changes.

C. EPA will assume that each approved running change will require supplementary running change fuel economy data. If these data are not submitted to the Agency in a timely manner, and absent an approved exemption from submission of supplementary running change fuel economy data, EPA will presume the manufacturer to be in violation of the regulations and will issue a letter informing the manufacturer of that presumption.

D. In order for EPA to ascertain that no violation of the reporting requirements exists a manufacturer must submit either running change data or an explanation of why such data are not necessary, in accordance with sections V and VI of this A/C, within the time limits stated below. A sample format for providing EPA with such notification is appended to this A/C.

*For the purposes of 40 CFR Part 600 and this A/C, the term, "running change" refers to any change in a manufacturer's certified product line as approved in {{86.078-32, -33, or -34.



E. EPA will consider information provided to the Agency in accordance with the following schedule to be timely submissions, for the purposes of paragraph C of this section:

1. For running changes approved on or before the preliminary corporate average fuel economy (PCAFE) due date -- data or the reports are due within 90 days after the PCAFÉ due date.
2. For running changes approved after the PCAFÉ due date -- data or reports are due within 30 days after the running change approval.

V. Supplementary Running Change Fuel Economy Data Requirements

A. EPA will not require fuel economy data for the following categories of running changes. However, manufacturers are to provide a running change report for each approved running change and, in place of the fuel economy data, explain why the data are not required. A brief description of the running change and a reference to one of the following categories will be sufficient explanation:

1. The running change does not create a new vehicle configuration--This means that the change did not create a new basic engine, engine code, axle ratio, transmission configuration, or inertia weight class within the product line, or that the change did not create a new combination of these parameters. (An example of this type of change might be a part number revision or the addition of a new body style or trim option in an existing car line.)

2. The running change creates a new vehicle configuration in an existing base level but the base level is not a significant base level--In this instance the running change does create a new vehicle configuration, but the projected sales assigned to the base level which includes the new vehicle configuration results in a sales fraction of less than 0.0100; that is, the base level is not a significant base level.

B. EPA requires fuel economy data for the following categories of running changes. These data must be submitted within the time constraints outlined in paragraph IV.E, above.

1. The running change creates a new vehicle configuration in an existing significant base level. Since the running change affects a significant base level, the manufacturer is required by §600.507-79(a) to supply fuel economy data on the largest selling vehicle configuration created by the running change within the base level.

- a. If the vehicle tested for running change approval in the certification program meets the requirement of §600.507-79(a),-- i.e., was the largest selling vehicle configuration created by the



running change within the base level--then the fuel economy data from this running change test vehicle may be used to satisfy the data requirements of §600.507-79(a). The manufacturer need only submit a statement to this effect along with the appropriate vehicle identification number. The manufacturer should also keep the test vehicle available for possible fuel economy confirmatory testing (as described in Part 600, Subpart A of the regulations).

b. If the vehicle required to be tested for running change approval in the certification program does not meet the requirements of §600.507-79(a), or if no vehicle was required to be tested, the manufacturer must supply fuel economy test data on a vehicle configuration which does meet the §600.507-79(a) requirements. These data should be submitted as part of a Fuel Economy Data Vehicle (FEDV) package which should also include all other information normally submitted with an FEDV. Again, the manufacturer should keep the FEDV available for possible confirmatory testing by EPA.

2. The running change creates a new vehicle configuration and a new base level, but the new base level is not a significant base level. In this case, the running change creates a new vehicle configuration which is not within a previously existing base level. An example of such a change might be the introduction of a new vehicle in a heavier or lighter inertia weight class, or the addition of a new transmission class.

a. If the base level created is not significant, and if all of the base levels added to the product line since the last preliminary average calculation total to a sales fraction less than 0.0300, the manufacturer is required to supply:

- (1) Data to meet requirements of §600.207-79, and
- (2) A statement that the new base level is not a significant base level, and that the total sales fraction for all base levels added to the product line since the last preliminary average calculation is less than 0.0300.

b. If the base level created is not significant, but all of the base levels added to the product line since the last preliminary average calculation total to a sales fraction equal to or greater than 0.0300, the manufacturer is required to supply:

- (1) Data to meet the requirements of §600.207-79,
- (2) Data to meet the requirements of §600.506-79, and
- (3) A recalculated preliminary average as required in §600.508-78(c).

c. Similar to the discussion in paragraph V.B.1.a, fuel economy data from the running change test vehicle may be used to satisfy, as appropriate, the fuel economy data requirements explained in paragraph V.B.2.a and b.



3. The running change creates a new vehicle configuration and a new significant base level. This situation is similar to that in paragraph V.B.2, except that the projected sales fraction of the new base level is equal to or greater than 0.0100.

a. In this case, the manufacturer is to supply all of the information necessary to meet the requirements of §600.508-78 including:

- (1) Data to meet the requirements of §600.207-79,
- (2) Data to meet the requirements of §600.506-79, and
- (3) A recalculated preliminary average as required in §600.508-78(c).

b. The running change test vehicle and its fuel economy data may be used to satisfy, as appropriate, these fuel economy data requirements.

VI. Withdrawal of an Approved Running Change

A. The projected sales volume associated with the running change has no effect on the manufacturer's obligation to supply data except to define which data should be supplied. If a manufacturer receives approval for a running change but subsequently decides not to execute the change (e.g., projects zero sales due to a change in marketing plans, as might be the case if the vehicle configuration was only intended for sale in the State of California but did not receive approval for sale by the State of California), he is still obligated by the regulations to supply supplemental fuel economy data if the running change affects a significant base level. A manufacturer may erase his obligation to supply these data by removing this change from his application for certification. (He must do so within the time constraints of IV.E or data may be required. Failure to submit these data will result in a potential violation of the regulations.) However, by doing so he also relinquishes his right to build these vehicles without reapplying to EPA for emissions certification approval and subsequent reconsideration of data requirements in the certification and fuel economy programs.

EPA recognizes that running changes frequently apply to several vehicle configurations and, in some instances, manufacturers may desire to withdraw running change approval with respect to only a portion of the vehicle configurations covered by a running change. Such action by manufacturers is permissible. EPA would not, however, consider a request to modify the items/components on which the original evaluation of the running change was based.

B. Suggested language to request a running change withdrawal is as follows:

"The Makemore Corp. requests that the approval of Running Change No. 1 granted on July 9, 1978, pertaining to a change in the idle rpm from 600 to 700 rpm affecting engine codes A, B, and C be rescinded and our application modified to reflect this action. New application pages are enclosed.

"We understand that, if we determine the need to incorporate this previously-approved running change, we will submit a new running change request, and EPA will consider our new request and may impose: (1) the original test requirements, (2) alternative test requirements, or (3) no test requirements prior to determining the acceptability of the running change."

VII. Test Vehicle Specification

A. A running change may create several vehicle configurations within a significant base level. The regulations require that data be supplied representing the largest selling vehicle configuration within the base level. In the event that more than one vehicle configuration within the base level is the highest selling vehicle configuration created (i.e., identical projected sales), the manufacturer may test any one of those highest selling vehicle configurations to supply supplemental data. (He may also test more than one of these configurations.)

B. For the 1979 model year, the provisions of 40 CFR 600.507-79(b)(1) provide that the Administrator will specify the road load for any new fuel economy running change vehicle to be tested. EPA will require that the vehicle be tested at the road load horsepower with the largest projected sales available within the vehicle configuration.

C. For the 1980 model year, the provisions of 40 CFR 600.507-80(b)(1) provide that the Administrator will specify the road load horsepower and test weight for any new fuel economy running change vehicle to be tested. EPA will require that the vehicle be tested at the road load horsepower/test weight combination with the largest projected sales within the vehicle configuration.

D. Within the restrictions imposed in paragraphs IV. A, B, C, and E, the manufacturer may test any vehicle within the appropriate vehicle configuration to fulfill the requirements of §600.507-79, or §600.507-80, as appropriate.

VIII. Use of Certification Program Test Data

A. As specified in §600.507-79(b)(2)(ii) and §600.512-79(c)(2), fuel economy data* from all vehicles tested for running change approval under the provisions of 40 CFR Part 86 (unless subsequently withdrawn under the provisions of paragraph VI of this A/C) will be used in the fuel economy program.

B. As previously discussed in this A/C, if a manufacturer's obligation to submit supplemental running change fuel economy data would be met by the data used to approve the running change, he need not resubmit the data. However, this is only true for the test data which were

*Per §600.010-78, all vehicles, certification and running change, require a city and highway fuel economy test.



actually used to approve the change. The data used by EPA to approve the change are noted on the approval form which is returned to the manufacturer with the running change approval. Manufacturers often submit unsolicited data with a running change request which serve as supporting evidence to demonstrate the validity of the change. In some cases, the certification team uses these data as a basis for approving the running change. However, in other cases the data are not used even though the change is eventually approved. In these instances, the data may not be reviewed by EPA and, therefore, are not entered into the data base and will not appear in any official calculation of a manufacturer's average as running change approval data. Further, if the unused data are to be used to fulfill the requirements of §600.507-79, a FEDV package must be submitted. If the manufacturer wishes to include any unused running change data (other than unused data submitted to meet the requirements of §600.507-79) in any average or label calculation, the data must be submitted under the procedures specified in §600.509-78 for voluntary data submission.

IX. Submission of Running Change Data and Requests for Withdrawal of an Approved Running Change

A. As is normal practice, all information pertaining to the certification status of a running change (including requests to withdraw an approved running change) should be submitted to the manufacturer's certification team.

B. Running change fuel economy information, including FEDV package and running change reports, should be submitted to the Fuel Economy Group of the Certification Division.

Michael P. Walsh
Deputy Assistant Administrator
for Mobile Source Air Pollution Control

Attachments

19 Running Change Fuel Economy Report

19 R/C # Approved by EPA Test Data due at EPA

49-State Calif. 50-State

Fuel Economy

<u>Trans.</u>	<u>I.W.</u>	<u>Axle</u>	<u>Calibration</u>	<u>Tires</u>	<u>PAU</u>	<u>Rec. #</u>	<u>Vehicle</u>	<u>Test #</u>	<u>City</u>	<u>Test #</u>	<u>Hwy</u>	<u>M-H</u>
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- 1/ Significant base level per (manufacturer's name) latest preliminary CAFE submission. Configuration shown has highest projected sales.
- 2/ Non-Significant base level per (manufacturer's name) latest preliminary CAFE submission.
- 3/ Test results shown are for PAU with highest projected sales.
- 4/ Test results shown were used for running change certification approval.

TO: Fuel Economy Group
Certification Division
U.S. Environmental Protection Agency
2565 Plymouth Road
Ann Arbor, Michigan 48105

SUBJECT: 19__ Running Change _____
Approved by EPA _____

In accordance with 19__ model year running change fuel economy re-
porting requirements of 40 CFR 600.507-79 and the supplementary guidelines
in OMSAPC Advisory Circular No. 84, (manufacturer's name) hereby submits
required information for the above running change:

___ Test Data are not required because the running change does not create a
new configuration. See Attachment for additional detail.

___ Running change creates a new configuration but test data are not
required because the affected base level is not significant (based on
(manufacturer's name) latest preliminary average submission). See
Attachment for additional detail.

___ Running change creates a new configuration in a significant base level.
(Manufacturer's name) requests that an existing configuration be
considered, for fuel economy purposes, equivalent or substituted for
this new configuration.

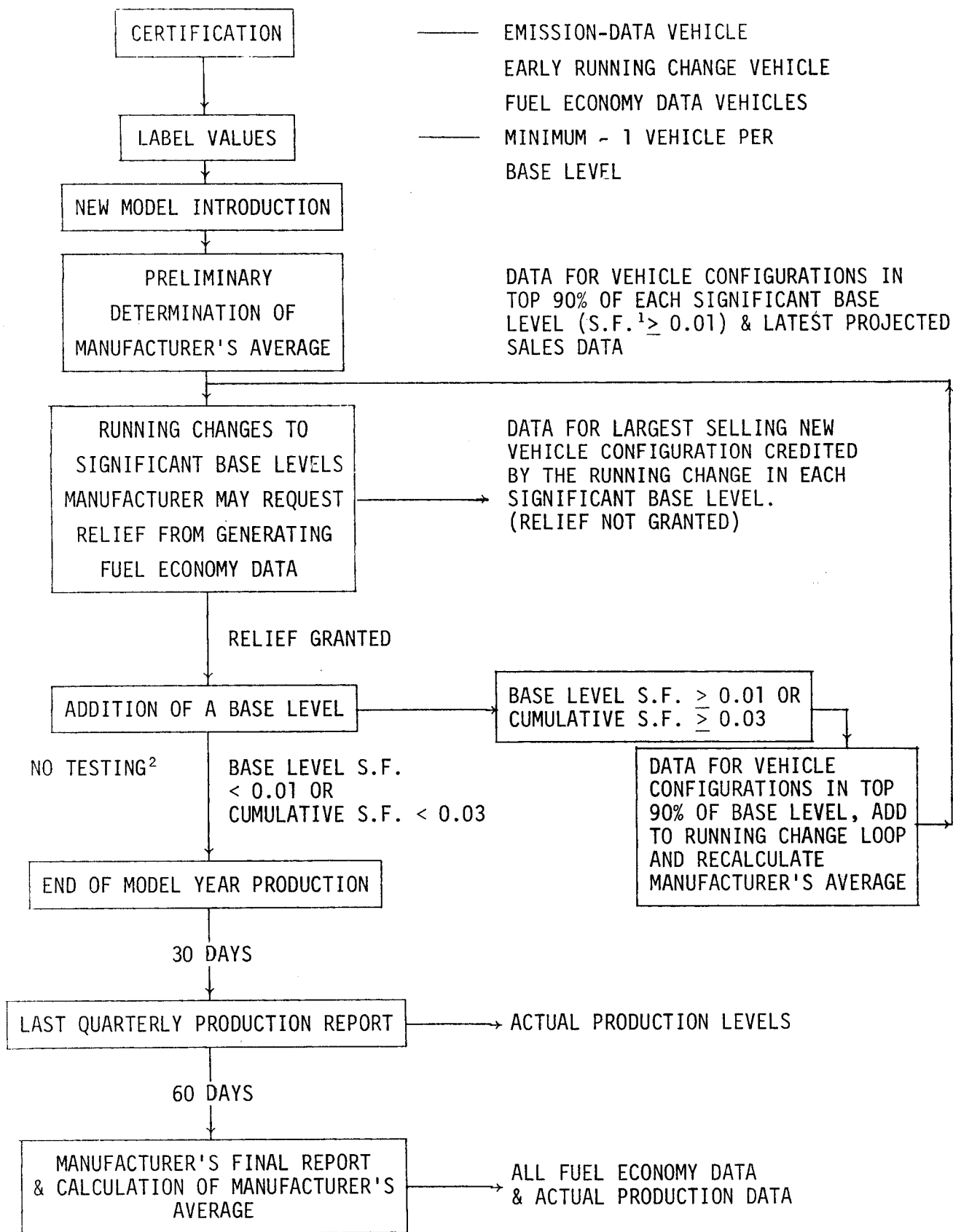
___ Running change creates a new configuration in a significant base
level. Fuel economy data were/are submitted for the configuration(s),
created by the running change, with highest projected sales (noted by
asterisk on Attachment) in each affected significant base level:

___ In support of running change approval

___ For a fuel economy data vehicle

___ Other--See Attachment

Signed:



¹Sales Fraction

²Provided there is at least one tested configuration within each base level.